

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Rumania	REPORT	
SUBJECT	Danube River Ports	DATE DISTR.	1 July 1955
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This is UNEVALUATED

SOURCE EVALUATIONS ARE TENTATIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Sulina to Roni: [redacted] the ship at the Sulina mouth of the Danube. The control at Sulina was similar to that experienced on previous trips. The ship was allowed to depart in the evening, but was forced by fog and darkness to anchor for the night at the fifty-first mile. The ship continued upstream the following morning, 6 February. At Roni [redacted] two Soviet ships unloading iron and several tankers.
2. Galati: Two Rumanian patrol boats were seen at Galati. The shipyards at Galati were active. Electric welding and air hammers were being used in construction. River barges with three or four holds and small tugboats were on the ways. Several lighters in the stocks were being checked. Between Galati and Braila another Rumanian patrol boat was seen heading downstream. 25X1
3. Braila: The ship arrived in Braila at 1600 hours on 6 February. Following the control, which was stricter than that of any previous visit, the ship moored alongside the quay. No one was allowed off the ship the first night. The following day, in accordance with instructions from the customs officer, the ship's captain and one-third of the crew was allowed off the ship. The crew was permitted ashore from 1400 to 1800 hours; ship's officers could be ashore from 1900 to 2000 hours only. 25X1
4. There were five cranes of 3-ton capacity moving on rails for a distance of 150 meters along "Frailas" wharf in front of the transit warehouses and the large gain elevator. These cranes transport goods from the warehouses and load them on the ships; they were operated by both men and women. Mobile tractor cranes with Czechoslovakian "Tesor" trademarks were used to carry goods from distant warehouses to the quay where other means were used to load the goods aboard ship. There were one or two floating grain elevators, sheet iron lighters, from which grain was transferred to the ships by means of a vacuum system. Two tugboats were observed at work in that portion of the harbor fronting on the grain elevators. 25X1

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5. Since Braila is within the Soviet occupation zone, Soviet ships in passenger service on the Danube, launches, and other vessels use a separate pier at which passengers and crew can embark and debark without being subject to control.
6. There were six Rumanian speedboats docked at the quay. They were of about 30 tons displacement. [redacted] tank and air force insignia on the uniforms of the Soviet officers and soldiers seen in Braila. On Sundays the Soviet officers and soldiers organize excursions on the Danube River. Two jet planes were seen flying northward during the three days the ship was in the harbor.
7. Rumanian boats sail twice a week between Braila and Sulina. There is boat service four or five times daily between Braila and Galati. There are also boats from Braila to Mach, about two miles distant.
8. [redacted] ship loaded cement at Braila. The loading started one hour after the ship moored alongside the quay and continued day and night.

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